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C-O-N-F-I-D-E-N-T-I-A-L | SEE BOTTOM OF PAGE FOR SPECIAL CONTROLS, IF ANY

INFORMATION REPORT

PREPARED AND DISSEMINATED BY
CENTRAL INTELLIGENCE AGENCY

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Hungary

Road Data/Bridges

5 September 1958 25X1

NO OF PAGES 2 25X1

SUPPLEMENT TO REPORT

THIS IS UNEVALUATED INFORMATION

25X1

1. An all-weather concrete road (92) run from Debrecen southwest to Turok Szt Miklos via Karcag and also northward from Debrecen to Nyiregyhaza. It was considered to be a first class highway. This road was extensively used by the military which hauled heavy material.

2. The road was over eight meters wide. The roadbed consisted of approximately 50 to 60 centimeters of natural clay, dirt and stones. The subbase contained crushed rock and the base of the road consisted of crushed stones, rock and gravel. The top layer was concrete.

3. A shoulder which was approximately two meters wide ran on both sides of the road. The road was crowned for easy drainage. The road was occasionally inspected and repaired by assigned work crews.

4. A number of all-weather roads (92) run in the vicinity of Tiszafured, Kecskemet, Szolnok and Tokaj. These roads also had the same type of road foundation as the above road except the top layer was macadam surfaced. They were also crowned for easy drainage and shallow drainage ditches ran along both sides of the roads.

5. The roads run through small rolling hills. Heavy trucks and tanks up to 60 tons traveled on these roads.

6. A loose surfaced, graded, all-weather road (92) run in the vicinity of Polgar and Hajdunanas. The road base consisted of crushed rock and the top layer was of gravel combined with sand. The road could handle heavy usage. The road was over eight meters wide.

ILLEGIB

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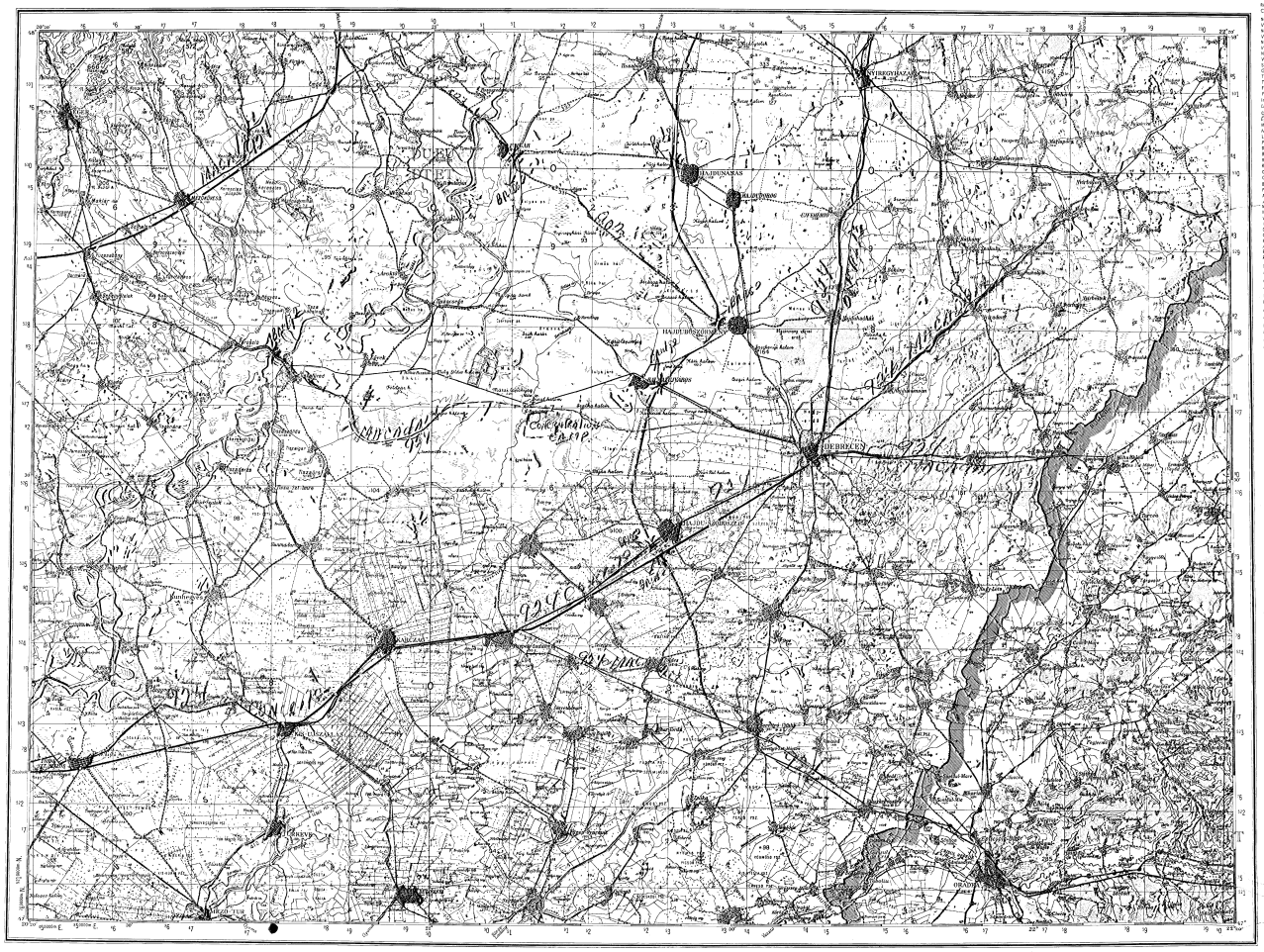
CENTRAL EUROPE 1:250.000

DEBRECEN

SECOND EDITION–AMS

SHEET R 48

AMS SERIES M508



LEGEND

Note: Reliability or road classification is uncertain
Note: La précision de la catégorie de routes est douteuse

RAILROADS
CHEMINS DE FER

Normal gauge, 2 or more tracks
Voie normale, à deux ou plusieurs rails
Normal gauge, single track
Voie normale, unique
Normal gauge, minor branch line
Voie normale, ligne d'intérêt local
Narrow gauge
Voie étroite
Station, Rail Siding, Tunnel
Gare, Arrêt, Voie de garage, Tunnel
Tramway
Tramway
Funicular or cable
Funiculaire ou câble
Underground railway
Ligne d'Etat
Church, Monastery, Chapel
Eglise, Monastère, Chapelle
Mosque, Synagogue
Mosquée, Synagogue
Lighthouse
Phare
Dam, embankment or dike
Barrage, remblai ou digue
River, Navigable, Unnavigable
Rivière, Navigable, Non navigable
Canal, navigable
Canal avec écluse or déchargé
Bridge, Ferry
Pont, Bac
Aqueduct
Aqueduc
Marsh
Marais
Vineyard
Vignes
Quarry
Carrière
Contours, Hachures
Courbes de niveau, Hachures
Heights in meters
Altitudes en mètres — 340 714
ROADS (Russian)
ROUTES (Russe)

Main (National) roads, generally 6 meters wide
Routes (Nationale) principales, généralement de 6m. de largeur
Other main roads, generally 6 to 5 meters wide
Autres routes principales, généralement de 6 à 5 m. de largeur
Secondary roads, generally 5 meters wide
Routes secondaires, généralement de 5m. de largeur
Other roads and cartracks
Autres chemins et pistes carrossables

ROADS (Hungarian)
ROUTES (Hongroise)

Main roads with route numbers, installed, generally 6 meters wide
Routes principales avec numéro de routes, empierrées, généralement de 6m. de largeur
Other main roads, installed, generally 5 to 6 meters wide
Autres routes principales, empierrées, généralement de 5 à 6 m. de largeur
Secondary roads sometimes installed, generally 4 to 5 meters wide
Routes secondaires, parfois empierrées, généralement de 4 à 5 m. de largeur
Other roads and cartracks
Autres chemins et pistes carrossables

GLOSSARY

NOTE: For Hungarian glossary and key to pronunciation refer to Sheet S 48

AMS M508 (GSGS 4346)
Second Edition-AMS

Prepared by the Army Map Service (AMS), Corps of Engineers, U. S. Army, Washington, D. C., October 1951, from Central Europe, 1:250,000, GSGS, Sheet R48, 1948. Main cons: Polyconic projection. World Geodetic System, 1951. Universal Transverse Mercator Grid added and bilingual marginal added by AMS.

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MAGNETIC VAR
CONTOURS
ZONE DESCRIPTION
RAILWAYS

INDEX TO ADJOINING SHEETS

Boundaries shown in purple in the diagram indicate POST WAR BOUNDARIES OR LIMITS OF ADMINISTRATION, are for reference only, and are not official or definite.

Scale 1:250,000

CONTOUR INTERVAL 100 METERS

TRANSVERSE MERCATOR PROJECTION

BLACK NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID ZONE (M.) INTERNATIONAL SPHEROID

LES TRAITS NUMÉROTÉS EN NOIR INDIQUENT L'EQUADRILLAGE MYRIAMÉTRIQUE DE LA PROJECTION MERCATOR TRANSVERSE UNIVERSELLE. FUSEAU DE L'ELLIPSOÏDE INTERNATIONAL

RED NUMBERED TICKS INDICATE THE 10,000 METER CLARKE ZONE (KM.) MODEL SPHEROID

LES MARQUES NUMÉROTÉES EN ROUGE S'L. L'HYDROÏDE DU CAIRE INDIQUENT LE QUADRILLAGE MYRIAMÉTRIQUE DE LA ZONE (KM.) MODÈLE ELLIPTIQUE DE CLARKE

THE LAST FOUR DIGITS OF THE GRID NUMBERS ARE OMITTED

LES QUATRE DERNIERS CHIFFRES DES NUMÉROS DE QUADRILLAGE SONT OMIS

GRID MAGNETIC VELLINGTON FOR THIS SHEET VARIES FROM 6°20' EASTERN FOR THE CENTER OF THE WEST EDGE TO 7°10' EASTERN FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL CHANGE IS 7'00' EASTERLY.

LA DÉCLINAISON MAGNÉTIQUE POUR CETTE FEUILLE VARIE DE 6°20' VERS L'EST POUR LE CENTRE DU BORD OUEST DE 7°10' VERS L'EST POUR LE CENTRE DU BORD EST. VARIATION ANNUELLE MOYENNE EST 7'00' L'EST.

GRID ZONE DESIGNATION

GRID ZONE DESIGNATION	TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 1000 METERS
38T	Read letter identifying 100,000 meter square, then numbers reading up & to right (Look for 38T KT) Eg. up & to 10'E of point and read 10KT. Space dividing the two numbers is omitted. Eg. up & to 10'N of the first digit 10.
38T KT 10 10	Estimate tenths from grid line to point and read 10KT. Space dividing the two numbers is omitted. Eg. up & to 10'E of point and read 10KT. Space dividing the two numbers is omitted. Eg. up & to 10'N of the first digit 10.
GRID ZONE DESIGNATION 38T	Estimate tenths from grid line to point and read 10KT. Space dividing the two numbers is omitted. Eg. up & to 10'E of point and read 10KT. Space dividing the two numbers is omitted. Eg. up & to 10'N of the first digit 10.
38T KT 10 10	

TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 100 METERS
38T KT 10 10
38T KT 10 10

TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 10 METERS
38T KT 10 10
38T KT 10 10

TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 1 METER
38T KT 10 10
38T KT 10 10

GRID REFERENCE
38T KT 10 10
38T KT 10 10

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THE DELINEATION OF INTERNATIONAL BOUNDARIES ON THIS MAP MUST NOT BE CONSIDERED AUTHORITATIVE

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HORIZONTAL DATUM IS BASED ON APPROXIMATE EUROPEAN DATUM

25X1

KEY TO PRONUNCIATION

a	as in cat	h	as in hat (Scots)
ä	as in French a	ie	as in tie
a.i	as in pledge	j	as in pleasure
c	as in get before a and ; as in o (and)	o, ö	as in form
ch	as in get	oe	as in French eu
e	as in get	s	as in sing
é	as in gate before a and ; as in age	sz	as in sing
ë	as in there	u	as in flight

DEBRECEN, HUNGARY, RUMANIA

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